

REPORT - PLANNING COMMISSION MEETING
September 11, 2003

Project Name and Number: Pacific Commons (PLN2004-00010, PLN2004-00011 & PLN2004-00019)

Applicant: Sean Whiskeman, Catellus Development Corporation

Proposal: To consider Conceptual Site Plan Approval for Planning Areas 1, 2 and 3 within the Major Retail District of the Pacific Commons Development (P-2000-214). Specifically, the approval would allow for the creation of a unique, pedestrian-oriented community retail shopping center within Planning Area 1 and allow for the development of a major retail area along Auto Mall Parkway between Christy Street and Boscell Road within Planning Areas 2 and 3.

Recommended Action: Approve subject to recommendation

Location:

Planning Area 1: A +/- 25-acre area bound on the north by Auto Mall Parkway; on the east by I-880; on the west by Christy Street and on the south by the Brandin Court Industrial Area.

Planning Area 2: A +/- 18-acre area bound on the north by Auto Mall Parkway; on the east by Christy Street; on the west by the extension of Pacific Commons Boulevard and on the south by Curie Street.

Planning Area 3: A +/- 21-acre area bound on the north by Auto Mall Parkway; on the east by the extension of Pacific Commons Boulevard; on the west by the relocated Boscell Road and on the south by Curie Street.

Assessor Parcel Number(s): 525-1326-020-00; 525-1326-024-00; 525-1326-033-00 and 525-1326-034-00

Area: Approximately 64 acres

Owner: Catellus Development Corporation

Agent of Applicant: Sean Whiskeman, Catellus Development Corporation

Consultant(s): Jason Victor, Ken Kay Associates, Kevin Weiss, JMH Weiss Engineering, Chris Kinzle, TJKM Transportation Consultants, David Janes, SGPA Architecture and Planning

Environmental Review: An EIR and Supplemental EIR ('SEIR') were previously approved for the Pacific Commons project. An Addendum to the SEIR was prepared and adopted for the Planned District Major Amendment (July 22, 2003) finding the project to be consistent with the original plan and environmental documents. The Conceptual Site Plans incorporate the approved Planned District Major Amendment.

Existing General Plan: IR-C-I – Restricted Industrial, Commercial Industrial Overlay

Existing Zoning: P-2000-214, Planned District, as amended by PLN2003-00166

Existing Land Use: Vacant

Public Hearing Notice: Public hearing notification is applicable. A total of 158 notices were mailed to owners and occupants of property within 300 feet of the site on the following streets: Auto Mall Parkway, Auto Mall Circle, Boyce

Road, Brandin Court, Christy Street, Cushing Parkway, Nobel Drive and Boscell Road. The notices to owners and occupants were mailed on August 29, 2003. A Public Hearing Notice was delivered to The Argus on August 25, 2003 to be published by August 28, 2003.

Executive Summary: The Conceptual Site Plan submissions filed by Catellus Development Corporation pertain to the majority of the land within Pacific Commons, which was recently approved for retail development through the Planned District Major Amendment (PLN2003-00166). Specifically, the Concept Site Plans relate to Planning Areas 1, 2 & 3 and would allow for the development of a community retail shopping center and a major retail area, with a total of approximately 710,000 square feet of new retail space. The Pacific Commons PD is unusual in that it includes specific goals, objectives and guidelines (Pacific Commons – Supplement B) for development within the entire Major Retail District, which must be achieved through the design of the various Planning Areas.

Additionally, the process for review and approval of developments within the Major Retail District is also quite unique and different from other processes within the City. Prior to development of any buildings within Planning Area 1, 2 and 3, a Conceptual Site Plan is subject to review and approval by the Planning Commission. The Conceptual Site Plan is to include: building envelopes, parking area layouts, vehicle circulation and connections, pedestrian circulation and connections, plaza area locations, open space, conceptual landscaping, conceptual gateway features, conceptual utilities and a traffic study (if necessary). After approval of the Conceptual Site Plan, a specific site plan will be submitted for staff review as a Preliminary Development Organization Review application as per the process outlined in the Pacific Commons – Master Plan Document. If the specific site plan does not materially depart from the Conceptual Site Plan, it may be approved by staff. If it does materially depart, it would be referred back to Planning Commission for review and approval. With respect to architecture, the buildings located at the Primary Gateway at Christy Street and Auto Mall Parkway in Planning Area 1 and 2, and the buildings located within Planning Area 3 and 4 adjacent to intersection of Boscell Road and Auto Mall Parkway at the Secondary Gateway, are subject to Planning Commission review and approval. Architecture for all other buildings in the Major Retail District is subject to approval by Planning Staff through the Preliminary Development Organization Review application process.

The Planning Commission reviewed and discussed the Conceptual Site Plans for Planning Areas 1, 2 and 3 at a Study Session held prior to the August 28, 2003 Commission Meeting.

The applicant has filed three separate planning applications with the City relating to Planning Areas 1, 2 and 3, however, due to their interdependence one staff report is being prepared with three separate recommended actions, one for each Concept Site Plan

Background and Previous Actions: The Pacific Commons Development was originally approved in 1996 with a mixed-use industrial development and retail “power center” on approximately 840 acres. Due to a reduction of the developable land within the project and the changing market conditions since the 1996 Council Approval, subsequent land use changes and approvals have occurred to try and respond to the changing market trends.

Most recently, on June 26, 2003, the Planning Commission recommended that City Council approve the Planned District Major Amendment (PLN2003-00166) to allow for the development of a major retail development on approximately 79 acres of land within the area commonly known as the Pacific Commons Development. The amendment specifically approved the following:

- Allow for the creation of a unique, pedestrian-oriented community retail shopping center at the east Activity Center in place of the previously envisioned hotel, office and retail uses (**Planning Area 1**);
- Relocate the Major Retail Area eastward from its current location to an approximately 40 acre area along Auto Mall Parkway between Christy Street and Boscell Road (**Planning Area 2 & 3**);
- Allow for the development of mixed retail, one to four-story Office/R&D buildings and Auto dealerships on the west side of Boscell Road from Auto Mall Parkway to Curie Street (**Planning Area 4**);
- Return Boscell Road to the alignment proposed through the 2000 approvals; and
- Extend Pacific Commons Boulevard from Curie Street to Auto Mall Parkway.
- Additionally, amendments to the Development Agreement between the City and Catellus which: (i) extend the completion date for Cushing Parkway; and (ii) limit drive-thru restaurants to two unique establishments.

On July 22, 2003, City Council took action to approve the Planned District Major Amendment Application (PLN2003-00166) based upon the required findings and conditions of approval. The Guidelines and Standards relating to the amendment were inserted into a document entitled Supplement B – Pacific Commons Planned District Development Standards and Guidelines.

The Conceptual Site Plan is required to identify the overall strategy for the development of an entire Planning Area and the coordination of major site systems such as building orientation, vehicular circulation, parking, pedestrian connections, plaza area locations, conceptual landscaping and conceptual utility plan. The refinement and details of each of these site related issues will be reviewed and resolved through the Preliminary Development Review Process prior to submission to the Development Organization for review and issuance of a building permit.

Project Description: The lands under review through these applications are generally located west of Interstate I-880, south of Auto Mall Parkway, north of the future Curie Street alignment and east of the extension of Boscell Road. The proposed Conceptual Site Plans affect approximately 64 of the 300 acres of the Pacific Commons Master Planned Development, (refer to attached maps). The various parcels of land, which are affected by these applications, have been divided up into three (3) distinct Planning Areas that will be referred to throughout this report. The specific Conceptual Site Plans for each Planning Area would allow the following:

Planning Area 1: allow for the creation of a unique, pedestrian-oriented community shopping center of approximately 285,000 square feet on a 25 acre parcel of land, containing a varied mix of small and medium sized retailers.

Planning Area 2: allow for the development of a major retail center of approximately 200,000 square feet on a 17.8 acre parcel being composed of some small retailers adjacent to Auto Mall Parkway and a major anchor tenant located internal to the site.

Planning Area 3: allow for the development of a major retail center of approximately 200,000 square feet on a 21 acre parcel being composed of some small retailers, a drive-thru restaurant fronting Auto Mall Parkway and Boscell Road and a major anchor tenant internal to the site.

Project Analysis:

- **General Plan Conformance:** The existing General Plan land use designation for the project site is Restricted Industrial, with a Commercial-Industrial Overlay (IR-C-I). The Commercial-Industrial overlay as described in the General Plan recognizes that land with convenient freeway access presents a special opportunity for retailers with a regional customer base (Policy LU 7.0). The type of retailers allowed include hardware stores, general merchandise stores, apparel and accessory stores, home furnishings, and eating and drinking places. The following General Plan Goals, Objectives and Policies are applicable to the proposed project:
 - *Fundamental Goal F-8 related to providing diversity of shopping opportunities and to encourage commerce and industry.* The proposed project would bring new stores to the City and provide additional shopping opportunities to Fremont residents and those who work in the existing and proposed Industrial Planning Area.
 - *Policy LU 3.2 related to the allowed use of Restricted Industrial areas, which includes larger-scale regional retail uses with convenient freeway access, where they are compatible with the purpose of the industrial area.* The proposed retail uses would fit the definition of a larger-scale, regional use.
 - *Policy LU 3.3 related to allowing large-scale regional retail uses that can be served by the existing or planned roadway infrastructure and would not have a significant adverse impact on existing industrial uses in regard to parking requirements, traffic volume, and other conflicts in operation.* Impacts of the proposed project on the roadway infrastructure and other systems have been discussed in the various environmental documents and staff have determined that the traffic mitigations required in the 1996 and 2000 SEIR's will be sufficient to handle traffic generated by the proposed developments.
 - *Policy LE 1.1.1 and 2.1.1 relating to attracting new commercial and industrial businesses both in terms of providing a variety of jobs and generating revenues to the City.* Jobs offered by these stores would require different types of employee skills than many high-tech jobs and thereby would broaden the spectrum of jobs available in the City. The *Retail Market Assessment Downtown Retail Strategy Study* – September 2002,

prepared by Thomas Consultants Development Strategies, for the City identified a significant retail sales outflow from Fremont to surrounding municipalities. The proposed Major Retail District would reduce some of this outward flow of spending to adjacent Cities.

- *Policy LE 3.6.1* related to *providing retail and commercial service areas in individual areas to serve industrial employers and employees*. The proposal would provide shopping opportunities for the daytime population in the Industrial Planning Area. This will provide an additional amenity for nearby employees and may reduce the number of trips, or the length of trips for people working in the area.
- **Zoning Regulations:** The site is zoned Planned District, P-2000-214. The Planned District provisions were recently modified by a Planned District Major Amendment (PLN2003-00166), which allows for the development of a community shopping center, major retail area and various other land uses. The proposed retail development also satisfies the following requirements of the commercial/industrial overlay district: the use occupies at least fifty thousand square feet or is located in a shopping center with a total leasable area of one hundred and fifty thousand square feet; the use is oriented to the regional market; convenient access from the freeway is available; the proposed use would be compatible with existing and proposed uses and would not impede future industrial development. The project meets the size criteria, is oriented to the regional market and has convenient access to the freeway.

The proposed building envelopes comply with the required setbacks as set forth in Supplement B and P-2000-214. The balance of the zoning review will be completed through the Preliminary Development Organization Review Process with the submission of more detailed plans.

Building Envelopes & Parking Layout:

- **Planning Area 1:** The site is approximately 25 acres in size and is located at the intersection of Christy Street, Auto Mall Parkway and I-880. This area is envisioned to be a community shopping center, where once arrived in their automobiles, shoppers will be greeted by a fabric of a continuous landscaped pedestrian promenade linking together the various retailers (buildings). The site has been designed to take advantage of the significant frontage the site has along Christy Street as well as the exposure from I-880, which, maximizes views into the site. Both of the large buildings have been designed to face the intersection of Christy Street and Curie Street, being the main access into the site to provide maximum visibility to the future retailers. The proposed buildings near the corner of Auto Mall Parkway and Christy Street will help define and form the Primary Gateway Feature for the overall Pacific Commons Development. The building adjacent to the main access has also been strategically located to help define and frame the main vehicle and pedestrian access point. A total of 1,366 parking spaces are being proposed, with the majority being located between the large buildings and Christy Street. Due to the configuration of Planning Area 1 and required site design some of the parking is proposed to be located adjacent to I-880 right-of-way. The number of parking spaces being proposed is a requirement of the future tenants and exceeds the Municipal Code requirements. All of the parking areas within each of the planning areas are being broken-up into smaller components through the use of pedestrian connections, bio-swales and landscaping. A wall and landscaping is being proposed at the southern property line to create a distinct delineation between the community shopping center and Brandin Court Industrial Area. There is an existing PG&E poleline easement on Planning Area 1 that will have to be abandoned prior to the issuance of any building permits where the easement is located.
- **Planning Area 2:** The site is approximately 18 acres in size and is located south of Auto Mall Parkway, west of Christy Street, east of the extension of Pacific Commons Boulevard and north of Curie Street. The site has been organized to create an architectural presence along Auto Mall Parkway with smaller scale buildings addressing the street with the larger anchor retailer located beyond with service areas adjacent to the future Curie Street right-of-way. The buildings near the corner of Auto Mall Parkway and Christy Street will work in concert with the adjacent entry feature and associated architecture of Planning Area 1 to help reinforce this major entry into Pacific Commons. The 32-foot landscape easement along Curie Street will create a dense screen of planting to screen the back of the large anchor retailer from the future office buildings along Pacific Commons Boulevard. Per Supplement B, special attention will be paid to the "back corners" of the anchor retail building as they reveal themselves at the intersection of Christy Street and Curie Street, and Curie

Street and Pacific Commons Boulevard. A total of 873 parking spaces are being proposed, located in the middle of the site in order to accommodate all of the buildings, which are located around the periphery of the site.

- **Planning Area 3:** The site is approximately 21-acres in size and is located south of Auto Mall Parkway, west of the extension of Pacific Commons Boulevard, east of the re-located Boscell Road and north of Curie Street. The design and layout of the site is very similar to Planning Area 2, whereby the smaller scale buildings will be located adjacent to Auto Mall Parkway and Boscell Road and address the abutting streets. The large anchor store proposed for Planning Area 3 will be located in the southwest corner of the lot with the service area being located adjacent to Curie Street. The 32-foot landscape easement along Curie Street will create a dense screen of planting to screen the service area of the large anchor store from the future office development. Staff will be requesting architectural enhancements along the back of the large anchor store along Boscell Road to break up the large wall as it faces the right-of-way and try to reduce and soften the impact of this elevation. Per Supplement B, special attention will be paid to the “back corners” of the anchor retail building as they reveal themselves at the intersection of Curie Street and Boscell Road. The Conceptual Site Plan identifies a total of 1060 parking spaces to serve the 225,000 square feet of retail space proposed for Planning Area 3.

Open Space, Plaza Areas and Pedestrian Connections:

- **Planning Area 1:** This area is to be a unique, pedestrian-oriented retail experience, where the pedestrian is greeted by the fabric of a continuous landscaped pedestrian promenade linking together the entire variety of retail and service offerings. This pedestrian promenade starts at the Primary Gateway Feature (Christy Street and Auto mall Parkway) and continues through the interior of the site along the façade of all the main buildings, extending out to Christy Street between Curie Street and Brandin Court. At specific locations along the pedestrian promenade plaza areas have been identified to serve as areas to gather, stop and or rest. The pedestrian promenade and plaza areas will be embellished with distinctive paving patterns, and a variety of pedestrian amenities such as benches, planters, pedestrian scale lighting and landscaping and potential water features or art elements. Various other pedestrian connections/walkways are also identified on the plans, from the main access into the site and through parking fields to provide safe pedestrian movement. In order to provide safe, distinct pedestrian crossings and to break up the large asphalt parking lot, different paving treatment will be used at all crosswalks. The main open space element within Planning Area 1 will be the Primary Gateway feature located at the intersection of Christy Street and Auto Mall Parkway. However, other elements such as the pedestrian promenade, pedestrian connections through the parking area and the bioswales also form part of the overall open space allocation. Planning Area 1 is to achieve an open space allocation of a minimum of 10% of the total land area. From the information provided from the applicant's consultants it appears that Planning Area 1 meets this requirements as the plan indicates an open space area of 10.7%.
- **Planning Area 2 & 3:** The pedestrian promenade described in Planning Area 1 will be extended through Planning Area 2 from the intersection of Christy Street and Auto Mall Parkway terminating at the intersection of Auto Mall Parkway and Boscell Road. The alignment of this pedestrian promenade will be parallel to and located on south side of the buildings positioned along Auto Mall Parkway. Internal pedestrian connection will also be provided through the various parking fields and connecting the retailers to each other. In order to provide safe, distinct pedestrian crossings and to break up the large asphalt parking lot, different paving treatment will be used at all crosswalks. The same open space elements are provided in Planning Area 2 and 3 as in as in Planning Area 1, with the exception of the Primary Gateway feature and a somewhat scaled down pedestrian promenade due to the proposed land uses. Both of these Planning Areas are to meet a minimum open space allocation of 7% of the total acreage of each site. From the information provided from the applicant's consultants it appears that both Planning Areas meet the requirement as the plans indicate an open space area of 11.9% and 8.4% respectively.

Conceptual Landscaping:

Landscaping and pedestrian open space can be characterized by three types: standard parking lot landscaping, pedestrian promenade/plaza, and street landscaping.

- The project meets the minimum standards for parking lot landscape design with large canopy trees evenly distributed throughout the parking fields. The applicant has chosen to locate many of the required parking lot trees in the bioswales. This causes the bioswales to be somewhat wider than is typical to make sure the trees are located out of the intermittent wet bottom of the swale but still no closer than three feet from adjacent planter curbs and paving. The bioswale widths currently shown may need to be enlarged, or other site plan alterations may be required, to accommodate tree planting in the bioswales. Adjacent to buildings and on main drive aisles the applicant is proposing flowering trees to highlight these areas of the parking lots.
- Pedestrian promenades are proposed in all three planning areas, and are consistent with the Supplement B design guidelines. In Planning Area 1, the promenade is articulated with planters and small plaza spaces that are designed to provide a varied and dynamic pedestrian experience along the storefronts. Pedestrian scale lighting, benches and other furnishings will further enhance the plaza spaces along the promenade. The Promenades are aligned in such a manner to encourage pedestrian traffic between Planning Areas by connecting to key street crossings and by directing pedestrian traffic along small and medium sized stores.
- Streetscape landscaping is consistent with the Pacific Commons Master Plan 2000, Planned District Standards and Guidelines and Supplement B. The recreational trail continues to be a key part of the Christy Street and Automall Parkway streetscape designs. The sidewalk widths are ten-feet in these locations and located within a 30-foot wide planted easement. The landscape proposal for these easements is somewhat informal to reflect the easement's connection to the wetlands trail at the end of Christy Street. A 32-foot wide easement is proposed along Curie Street to screen the rear of the big-box retailers. These larger easements are proposed to have a four to five foot tall berm with dense tree plantings.

Vehicular Circulation and Connections and Parking Layout:

The primary goal for the circulation system of the Pacific Commons Master Plan is the hierarchy of vehicular and pedestrian circulation. The Major Retail District utilizes a grid of streets which will provide an efficient structural framework that will allow land uses within its internal parcels to evolve over time. The perimeter pedestrian/bicycle loop trail will be maintained along Automall Parkway and Christy Street. All public streets will have sidewalks and bicycle lanes. Transit stop locations will be incorporated within the roadway system. Per the City of Fremont standards and policies, all driveways shall be the modified Type "E" driveway with a minimum radius of 16' and maximum radius of 20'.

- **Planning Area 1:** The primary access to Planning Area 1 is Christy Street. The main entrance to Planning Area 1 is at the intersection of Christy Street and Curie Street. Public street improvements that will be required for the development of Planning Area 1 are:
 - Construction of Christy Street, from Automall Parkway to Brandin Court (full width)
 - Construction of Automall Parkway widening
 - Traffic Signal modification at Automall Parkway/Christy Street
 - Traffic Signal installation at Christy Street/Curie Street

The use of speed tables (raised crosswalks) and different paving material at the crosswalks will provide for pedestrian friendly access throughout the parking lot.

- **Planning Area 2:** There are two access points to Planning Area 2, Christy Street and Pacific Commons Boulevard. Although not shown on the Conceptual Site Plan, Pacific Commons Boulevard will have a bicycle lane in both direction and a two-foot median at the left turn lanes. The two-foot median will prevent people from turning left at the right only driveways. Pubic street improvements that will be required for the development of Planning Area 2 are:

- Construction of Automall Parkway widening
- Construction of Christy Street, from Automall Parkway to Curie Street (full width)
- Construction of Curie Street, from Christy Street to Pacific Commons Boulevard (full width)
- Construction of Pacific Commons Boulevard, from Automall Parkway to Curie Street (full width)
- Traffic Signal modification at Automall Parkway/Christy Street
- Traffic Signal installation at Christy Street/Curie Street
- Traffic Signal installation at Automall Parkway/Pacific Commons Boulevard

The use of speed tables (raised crosswalks) and different paving material at the crosswalks will provide for pedestrian friendly access throughout the parking lot.

- **Planning Area 3:** The primary access to Planning Area 3 is Pacific Commons Boulevard, Boscell Road and Curie Street. Public street improvements that will be required for the development of Planning Area 3 are:

- Construction of Automall Parkway widening
- Construction of Curie Street, from Boscell Road to Pacific Commons Boulevard (full width)
- Construction of Pacific Commons Boulevard, from Automall Parkway to Curie Street (full width)
- Construction of Boscell Road from temporary cul-de-sac to Automall Parkway (full width)
- Traffic Signal installation at Automall Parkway/Pacific Commons Boulevard
- Traffic Signal installation at Automall Parkway/Boscell Road
- Intersection improvements at Cherry Street-Boyce/Stevenson Boulevard may be needed pending projected traffic volumes generated by the development of Planning Area 1, 2 and 3.

The use of speed tables (raised crosswalks) and different paving material at the crosswalks will provide for pedestrian friendly access throughout the parking lot.

Preliminary Review Process (next step): After approval of the Conceptual Site Plans by the Commission, a specific site plan for each Planning area will be submitted for staff review and approval as a Preliminary Review Process application as per the process outlined in the Pacific Commons Master Plan Document revised July 9, 2002. If the specific site plan does not materially depart from the Conceptual Site plan, it may be approved by staff. If it does materially depart, it would be referred for Planning Commission review and approval. Outlined below are the components of the Preliminary Review Process Application, which must be submitted and approved prior to proceeding to the Development Organization (building permit submittal stage):

- Illustrative landscape plan for the entire project area formatted at a scale to fit (1) 30" x 42" sheet indicating tree planting layout, specie selection and planted size at installation. Illustrative plan shall also identify key representative areas of typical landscape treatments (i.e. planting at plazas, pedestrian islands, perimeter planting, parking lot islands, etc.) that shall be described in more detail. These detailed landscape planting plans shall be a minimum scale of 1" = 30'0" and include the name of all plant materials and the size of the plant material at the time of planting.
- Site furniture, (e.g., benches, light standards including parking lot lighting, trash receptacle, newspaper stands etc.), including color and manufacture's catalogue cut. All site furniture, signing and lighting within the Major Retail Area shall conform to Pacific Commons Master Plan 2000, Planned District Standards and Guidelines – Supplement A.
- Concept plan and elevations drawings of any special plaza areas, including but not limited to plaza features such as fountains, tables, seating, umbrellas, landscaping, trellises, surface patterns, colors and materials.
- Parking lot design features (e.g., surface finishes, colors, patterns, pedestrian path features).
- A site plan identifying pedestrian circulation and auto and truck circulation.
- Identification of gateway features.
- Elevation drawings showing all proposed building elevations, including materials and colors to be used on each elevation.
- Preliminary grading and drainage plan.
- Preliminary sanitary sewer and water utilities plan.

- The architecture for the buildings will also be submitted through the process as described above, staff level approval is required for all buildings with the exception of the primary and secondary gateway areas.
- The Sign Program for the Major Retail District shall be submitted at the time of the first Preliminary Development Organization Review Application and will be reviewed and approved by Planning Commission.
- The details of the freeway pylon sign to be located in Planning Area 1 shall be submitted to City staff for review and approval no later than the date of the first Preliminary Development Organization Review Application for Planning Area 1. If the freeway pylon sign contains an electronic reader board then Planning Commission review and approval will be required for this sign.

Items to be resolved

Staff has identified the following issues, which must to be resolved in the first submission of the Preliminary Review Process stage. All of these issues can be resolved without any major changes to the Concept Site Plans as presented.

- Add speed table to Planning Area 1 in front of the tenant space noted as R3.
- Remove the 7 parking spaces in the southeast corner of Planning Area 2 (behind A2).
- For both Planning Area 2 and 3 parking spaces have to be attributed to the Garden Center.
- Plan revisions that specifically address how trees will be planted in bioswales without being in the intermittent wet swale bottom or within three feet from the parking lot curb or adjacent paving.
- Verify that planters where trees are planted are no smaller than six feet wide (back of curb) in any direction and have a minimum soil area of 48 square feet.
- Revise utility plan to locate fire hydrants in center of island rather than at ends of islands.
- Verify that light poles are located out of tree planter islands and/or no closer than 15 feet from trees.
- Show paving types for plazas and promenades that are suitable for a major retail district including on site cross walk and speed table locations.
- A minimum 2' median is required on Pacific Commons Boulevard.
- A bike lane is required along the full lane of Pacific Commons Boulevard.

Additional geometric changes may occur to the Conceptual Site Plans, as the building footprints are finalized, parking layouts with the appropriate bioswale width and ADA requirements are incorporated, and trash enclosures/recycling areas are identified. To the maximum extent feasible, trash enclosures/recycling areas should be located with the service and loading areas and shall be screened from direct view. Further, an electronic cart system may be required.

Urban Runoff Clean Water Program: The applicant will be required to conform to the City's Urban Runoff Clean Water Program requirements and the Regional Water Quality Control Board's permit for Pacific Commons (Regional Board Waste Discharge Requirements Order Number 99-061). The parking lot design, loadings docks and service areas, trash enclosures/recycling areas will have to be designed per the Interim Stormwater Management Plan for the Pacific Commons Business Park, as approved by the RWQCB.

Applicable Fees:

- **Development Impact Fees:** This project will be subject Development Impact Fees. These fees are outlined in the Development Agreement and may include fees for fire protection, capital facilities and traffic impact. Residential projects will also be subject to park facilities and park dedication in-lieu fees. These fees shall be calculated at the fee rates in effect at the time of building permit issuance.

Waste Management: This project involves commercial and retail construction and shall be subject to the provisions of the California Integrated Waste Management Act of 1989 (AB939). The Act requires that 50% of the waste generated in the City of Fremont be diverted from landfill sites by the year 2000. Additionally, the project is subject to the City's Source Reduction and Recycling Element (1992), an Integrated Waste Management Ordinance (1995), and a Commercial/Industrial Recycling Plan (1997). These documents require that any new project for which a building permit application is submitted to include adequate, accessible, and convenient areas for collecting and loading trash and

recyclable materials. Any trash/recycling enclosure for the project shall be designed in a manner to be architecturally compatible with nearby structures and with the existing topography and vegetation in accordance with such standards. Prior to construction, the applicant will need to submit a Project Waste Handling Plan for managing all expected construction and demolition debris to the Environmental Services Division. After completing construction, the contractor will be required to submit a Post-Project Waste Disposal & Diversion Report to the Environmental Services Division.

Environmental Analysis: An EIR and Supplemental EIR were previously approved for the Pacific Commons project. An Addendum was adopted for the Planned District major Amendment finding the project to be consistent with the original plan and environmental documents. These Conceptual Site plans implement the Planned District Major Amendment. No further environmental review is required.

Note: Within Exhibit "A", "B" and "C" packages there are Section & Details Sheets, which are for informational purposes only and not part of this approval.

Response from Agencies and Organizations: No responses have been received.

Enclosures:

- Exhibit "A" Planning Area 1 – Title Sheet, Site Context Plan Planning Areas 1 & 2, Conceptual Site Plan For Planning Area 1, Site Areas 1 & 2 Truck Paths, Planning Area 1 Grading and Drainage Plan, Planning Area 1 Preliminary Utility Plan, Open Space & Pedestrian Plan Planning Areas 1 & 2, Conceptual Landscape Plan Planning Area 1, Conceptual Tree Plan Planning Area 1, Conceptual Landscape Description.
- Exhibit "B" Planning Area 2 – Title Sheet, Site Context Plan Planning Areas 1 & 2, Conceptual Site Plan For Planning Area 2, Site Areas 1 & 2 Truck Paths, Planning Area 2 Grading and Drainage Plan, Planning Area 2 Preliminary Utility Plan, Open Space & Pedestrian Plan Planning Areas 1 & 2, Conceptual Landscape Plan Planning Area 2, Conceptual Tree Plan Planning Area 2, Conceptual Landscape Description.
- Exhibit "C" Planning Area 3 – Title Sheet, Site Context Plan Planning Area 3, Conceptual Site Plan For Planning Area 3, Preliminary Grading and Drainage Plan Planning Area 3, Preliminary Utility Plan Planning Area 3, Open Space & Pedestrian Plan Planning Area 3, Conceptual Landscape Plan Planning Area 3, Conceptual Tree Plan Planning Area 3, Conceptual Landscape Description.
- Informational: Planning Area 1 & 2 Sections & Details (Sheet C3 of 4), Planning Area 1 & 2 Sections & Details (Sheet C4 of 4)
- Informational: Addendum to the Supplemental EIR for Pacific Commons, adopted by City Council on July 22, 2003.

Exhibits:

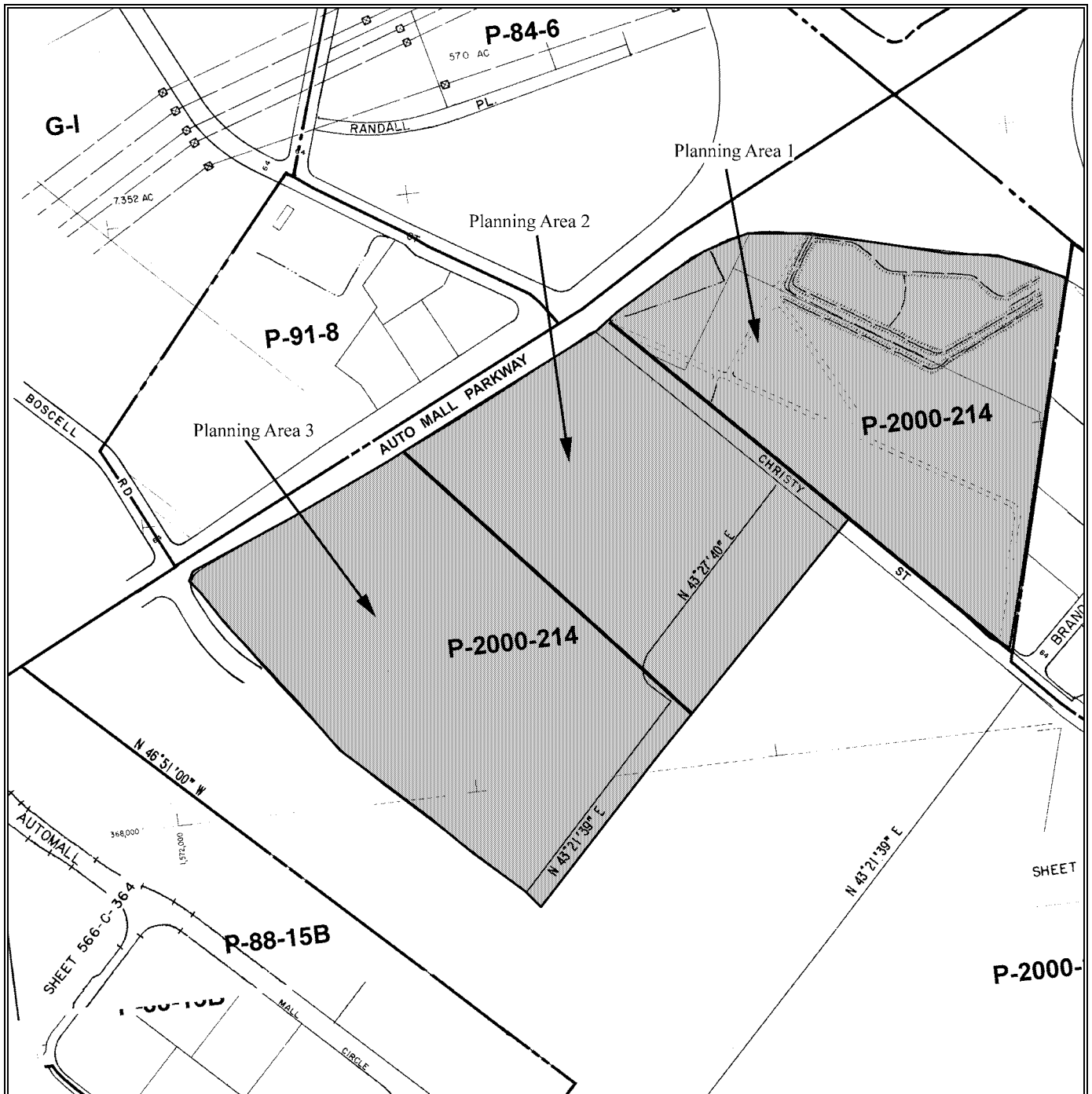
- Exhibit "A" Planning Area 1 – Title Sheet, Site Context Plan Planning Areas 1 & 2, Conceptual Site Plan For Planning Area 1, Site Areas 1 & 2 Truck Paths, Planning Area 1 Grading and Drainage Plan, Planning Area 1 Preliminary Utility Plan, Open Space & Pedestrian Plan Planning Areas 1 & 2, Conceptual Landscape Plan Planning Area 1, Conceptual Tree Plan Planning Area 1, Conceptual Landscape Description.
- Exhibit "B" Planning Area 2 – Title Sheet, Site Context Plan Planning Areas 1 & 2, Conceptual Site Plan For Planning Area 2, Site Areas 1 & 2 Truck Paths, Planning Area 2 Grading and Drainage Plan, Planning Area 2 Preliminary Utility Plan, Open Space & Pedestrian Plan Planning Areas 1 & 2, Conceptual Landscape Plan Planning Area 2, Conceptual Tree Plan Planning Area 2, Conceptual Landscape Description.

- Exhibit “C” Planning Area 3 – Title Sheet, Site Context Plan Planning Area 3, Conceptual Site Plan For Planning Area 3, Preliminary Grading and Drainage Plan Planning Area 3, Preliminary Utility Plan Planning Area 3, Open Space & Pedestrian Plan Planning Area 3, Conceptual Landscape Plan Planning Area 3, Conceptual Tree Plan Planning Area 3, Conceptual Landscape Description.

Recommended Actions:

1. Hold public hearing.
2. Find that the EIR and Supplemental EIR previously approved for the Pacific Commons project, and the Addendum adopted for the Planned District Major Amendment are consistent with the Conceptual Site Plans which implement the Planned District Major Amendment and that no further environmental review is required.
3. Find PLN2004-00010 is in conformance with the relevant provisions contained in Pacific Commons Planned District Development Standards and Guidelines Supplement “B”. These provisions include the coordination of the major site systems such as building orientation, vehicular and pedestrian circulation, parking layout, open space, plaza area locations, conceptual landscaping, and conceptual utility locations.
4. Approve PLN2004-00010 Planning Area 1 as shown on Exhibit “A”.
5. Find PLN2004-00011 is in conformance with the relevant provisions contained in Pacific Commons Planned District Development Standards and Guidelines Supplement “B”. These provisions include the coordination of the major site systems such as building orientation, vehicular and pedestrian circulation, parking layout, open space, plaza area locations, conceptual landscaping, and conceptual utility locations.
6. Approve PLN2004-00011 Planning Area 2 as shown on Exhibit “B”.
7. Find PLN2004-00011 is in conformance with the relevant provisions contained in Pacific Commons Planned District Development Standards and Guidelines Supplement “B”. These provisions include the coordination of the major site systems such as building orientation, vehicular and pedestrian circulation, parking layout, open space, plaza area locations, conceptual landscaping, and conceptual utility locations.
8. Approve PLN2004-00019 Planning Area 3 as shown on Exhibit “C”.

Existing Zoning
Shaded Area represents the Project Site



Existing General Plan

